

PRICE, \$2.50 Per Month

[illegible]

Intimations.

London, July 5.—The Imperial Government has refused to accede to the petition to suspend the constitution of the Cape. Mr Chamberlain in a Dispatch to Lord Hely Hutchinson said that the suspension of the Constitution of a responsible Colony was unprecedented. An act of Imperial Parliament was requisite. Mr Chamberlain agrees with the Cape Ministers that Parliament should be convoked at the earliest opportunity with a view to the passage of the act. Indemnity is assured. Excessive desire exists to avoid further strife and allay passions that have been excited by the war.

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ular ferry service to Hongkong.
Bowling Alleys and Billiards.
The Cuisine is Excellent.
W. OSBORNE, J. H. DOWNS,
Proprietor. Manager.
Hongkong, September 6, 1900. 850

ALL THE LATEST INTELLIGENCE
(Commercial, Shipping, etc.)
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CHAPOTEAUT
8, rue Virgienne, PARIS-FRANCE
Sale by A. S. WATSON & Co., Chemist.

—

MURDER!

MURDER!

A WHOLE FAMILY KILLED.

Murderer at Large. Reward \$5,000.00.

Description of the Murderer:

Dark hair, clean shaven; height, 5 feet 11 inches; age, about 32; walks with a slight limp.
When last seen was wearing a bowler hat and dark-grey suit.

The above reward will be paid

To anyone who gives information that will lead to the arrest and conviction of the murderer.

Story of the Crime:

Whereas, on or about Wednesday last, the said murderer did, with malice aforethought, lay down a quantity of Newton's Rat-Cheese, with the result that he poisoned a whole family of Rats. This is not his only crime, for he has been the cause of hundreds of other deaths through the same means.

This reward will be paid

By the Rat-Cheese Association on the day the murderer is sentenced.

Sole Agents

(Signed) JUDGE RODENI.

WATKINS, LIMITED,

Factory: No. 4, WYNDHAM STREET.

Apothecaries Hall, 66, Queen's Road.

THE HABITS OF ANTS.

Lecture by Lord Avebury.

A lecture on 'The Habits of Ants'.

was delivered recently at the Morley Hall, 16, George Street, Hanover Square, by Lord Avebury. The chair was occupied by Lord Rinnard. Lord Avebury (better known as Sir John Lubbock) began by describing his method of observation. He had been able to make the ants he had kept in captivity so comfortable that they lived in nearly as good conditions as those in the wild. Their life was much longer than had been supposed. He had kept many for several years, and two queens reached the age of 15 years. They were by far the oldest insects on record. Ants watched over their young with a care and tenderness which, he said, not even our ablest nurses could excel. We sometimes thought that quarrels were inevitable. Ants set us a good example. No one had ever seen a dispute between two ants belonging to the same nest; yet they were very brave and defended their homes if need arose. Unlike the so-called higher animals they never carried on a weak or wounded companion. One of his ants came into the world a cripple, but was carefully tended and fed by companions for months. All the ants of a community knew one another, but they could not tolerate a stranger, even of the same species, in the nest. It had been suggested that ants recognized one another by a sort of password, but this was not the case. He had made 50 ants quite drunk and incapable and had put them near a nest to which 25 of them belonged. These 25 were carried back into the nest, where, no doubt, they slept off the effects of their involuntary debauch; the other 25 were thrown into the nest which surrounded the ants' pack. Some species kept slaves and one species had even lost the instinct of feeding, and would starve by themselves even if provided with food. They would, however, live for weeks if they had a slave for an hour a day to feed and clean them. Their instincts, though so wonderful, were very limited, but yet when one watched ants building their nests, feeding their young, defending their homes, making roads, tending their domestic animals, and in some cases, their slaves, it was difficult to suppose that they were mere unconscious automata, and though their mental powers were, no doubt, greatly inferior to ours, the difference was probably not so much in kind as in degree. — *Times*.

A SEVERE SPRAIN

USUALLY disables the injured person for three or four weeks. Cures have often been effected in less than one week by applying Chamberlain's Pain Balm. This liniment has great healing power. One application gives relief. Try it. For sale by All Dealers: Watsons Ltd., General Agents.

His Britannic Majesty's Ships on the China Station.

Name	Class	Tons	Guns	L.H.P.	Captain	Last reported at
Albatross	Despatch-boat	1700	—	3600	Comdr. Seymour E. Erskine	Japan
Albatross	battleship, 1st class	12,050	16	13,500	Comdr. Seymour E. Erskine	Japan
Albatross	ship	1050	6	1400	Comdr. Seymour E. Erskine	Singapore
Albatross	cruiser, 2nd class	4300	10	5600	Captain J. Smith	Shanghai
Albatross	cruiser, 1st class	11,000	16	18,000	Captain H. Cherry	Japan
Albatross	gunboat, 1st class	9000	12	13,000	Captain F. H. Henderson	Japan
Albatross	gunboat, 1st class	710	6	1300	Lieut.-Com. F. M. Lusk	Yokohama
Albatross	cruiser, 1st class	12,000	14	21,000	Captain H. M. Tabor	Anson
Albatross	vapor tank and tug	390	—	390	Master T. Passmore	Hongkong
Albatross	cruiser, 2nd class	5600	11	9600	Captain R. H. S. Stokes	Hongkong
Albatross	3rd class coast defence	350	3	200	Lieut.-Com. Godfrey	Hongkong
Albatross	ship	1970	10	1400	Comdr. Burton	Whampoa
Albatross	torpedo boat destroyer	390	6	4700	Fleet Reserve	Hongkong
Albatross	cruiser, 2nd class	1580	12	3200	Comdr. J. Graham	Hongkong
Albatross	gunboat, 2nd class	455	4	380	Lt.-Com. C. B. Beatty	Japan
Albatross	battleship, 1st class	13,950	16	13,500	Captain W. A. Carter	Japan
Albatross	battleship, 1st class	12,930	16	13,500	Captain Lewis Wintz	Japan
Albatross	torpedo boat destroyer	275	6	4000	Lieut.-Com. G. C. Hardy	Whampoa
Albatross	torpedo boat destroyer	275	6	4000	Fleet Reserve	Whampoa
Albatross	storeship	1840	—	800	Comdr. H. J. Dawson	Whampoa
Albatross	cruiser, 2nd class	3600	16	9000	Fleet Reserve	Hongkong
Albatross	torpedo boat destroyer	280	6	3900	Lt.-Comdr. G. R. Powell	Hongkong
Albatross	river gunboat	180	2	300	Re-building	Swatow
Albatross	ship	980	10	1400	Comdr. C. W. M. Penderleath	Swatow
Albatross	battleship, 1st class	12,050	16	13,500	Captain W. G. White	Shanghai
Albatross	torpedo boat destroyer	350	6	6300	Lt.-Com. C. P. Mansel	Nagasaki
Albatross	ship	1015	6	1400	Comdr. W. H. Nicholson	Shanghai
Albatross	cruiser, 2nd class	3300	8	7000	Capt. Harry C. Reynolds	Shanghai
Albatross	Surveying-vessel	830	6	650	Lt.-Com. Morris H. Smyth	Hongkong
Albatross	ship	980	10	1400	Com. D. St. A. Wake	Hongkong
Albatross	river gunboat	85	2	240	Lieut.-Com. G. G. Webster	Anson
Albatross	ship	980	6	1400	Comdr. C. A. W. Hamilton	Hongkong
Albatross	river gunboat	85	2	240	Lieut.-Com. Murray Lockhart	Hongkong
Albatross	gun-vessel, 2nd class	750	6	870	Fleet Reserve	Hongkong
Albatross	torpedo boat destroyer	280	6	6500	Fleet Reserve	Hongkong
Albatross	cruiser, 2nd class	5600	11	9600	Captain F. G. Stopford	Hongkong
Albatross	receiving ship	4550	6	800	Commodore Robinson	Hongkong
Albatross	river gunboat	180	2	300	Lt.-Comdr. R. W. Delaney	Shanghai
Albatross	cruiser, 1st class	14,200	14	25,000	Captain Percy Scott, C.B.	Hongkong
Albatross	coast defence gunboat	363	3	200	Temporarily employed surveying	Hongkong
Albatross	ship	980	10	1400	Comdr. Frank H. Leyton	Hongkong
Albatross	Surveying ship	620	—	450	Lieut.-Com. W. O. Lyne	Newchwang
Albatross	torpedo boat destroyer	360	6	5800	Lt.-Com. C. Mackenzie, D.S.O.	Whampoa
Albatross	coast defence ship, annexed	2750	4	1000	Fleet Reserve	Hongkong
Albatross	river gunboat	150	2	250	Lieut.-Com. Hugh Somerville	Hankow
Albatross	river gunboat	150	2	250	Lieut.-Com. Chilcott	Shanghai

* Flag of Vice-Admiral Sir Cyprian A. G. Bridge, K.C.R., Commander-in-Chief.
** Flag of Rear-Admiral Harry T. Grenfell, C.M.G.

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The Universal Remedy for Acidity of the Stomach, Headache, Heartburn, Indigestion, Sour Eructations, Bilious Affections.



MAGNESIA

The Physician's Cure for Gout, Rheumatic Gout and Gravel.
Safest and most Gentle Medicine for Infants, Children, Delicate Females, and the Sick of the Stomach.

SECOND EDITION.

HISTORY OF THE CHURCHES OF INDIA, BURMA, Siam, THE MALAY PENINSULA, CAMBODIA, ANNAM, THIBET, COREA AND JAPAN.
Entrusted to the Society of the 'MISSIONARY EVANGELISTS.'
(Translated by EDWARD HARRIS PARKER and Reprinted from 'THE CHINA REVIEW'.)
PRICE ONE DOLLAR.

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FROM MAKER TO USER.

We beg to inform you that we have established a retail store for the sale of the LATEST IMPROVED SINGER SEWING MACHINE, at No. 38, Wyndham Street, and shall be pleased to serve you when you need a first class SEWING MACHINE.

We manufacture Sewing Machines for every stitching purpose for cloth or button, FAMILY or MANUFACTURERS' use. We will employ a full corps of expert operators and instructions will be given free of charge.

Machines will be sold for cash or on monthly payments, and we will take your OLD MACHINE in part payment for a NEW ONE. We will at all times be prepared to rent machines and special attention will be given to repairing.

A full supply of Needles and Oil always on hand at low prices. Permanency constitutes a strong safeguard to the purchaser of a SINGER SEWING MACHINE, and we are IN CHINA TO STAY.

Please remember that there are no genuine Singer Machines made in Germany. THE SINGER MANUFACTURING COMPANY, Office in every City in the World.

Hongkong, July 22, 1902.

1528

MR. CHADWICK KEW,

DENTAL SURGEON.

38, QUEEN'S ROAD CENTRAL.

OFFICE HOURS: 9 A.M. TO 5 P.M.

Hongkong, March 18, 1902. 525

DENTISTRY.

SUI SANG,

Lately Practising with Dr. L. SAKATA.

DENTIST.

No. 4, Queen's Road Central.

Hongkong, January 1, 1902.

DENTISTRY.

AMERICAN SYSTEM.

WONG HO-MI,

SURG. DENTIST.

TERMS MODERATE.

Consultation Free.

50, Queen's Road Central.

Hongkong, October 3, 1899. 1502

SIEN TING,

Surgeon Dentist.

No. 14, D'ARCY STREET.

TERMS VERY MODERATE.

Consultation Free.

Hongkong, April 24, 1901. 628



For Indigestion, Heartburn, Biliousness, Jaundice, and all Complaints of the Liver and Kidneys.

THEY ARE INVALUABLE

FOR THE USE OF FEMALES.

Manufactured only at 78, New Oxford Street, London. Sold by all Chemists and Medicine Vendors.

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SUBSCRIBERS are notified that when A CALL IS MADE and the TELEPHONE IS NOT ANSWERED by the PERSON ACTUALLY REQUIRED, instead of listening until this Person can be found it is better to give their Name and Number to anyone answering, and then TO RING OFF.

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Apply to
W. STUART HARRISON
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Hongkong, September 18, 1901.

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DRAWING-ROOM,
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FURNITURE.

ELECTRO-PLATED,
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PROOF FILTERS,
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TOWELS and
COUNTERPANES.

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General -
Drapers -
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Outfitters

Manila and Brazilian
Straw Hats:
also, the Latest Shapes in
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'Ping Pong.'
Complete sets, ranging
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\$15.

DRESSMAKING
A SPECIALITY.
All cutting executed by
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Dressmaker.

NEW MILLINERY,
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LIGHT HOOGS \$ 6.50 to \$10.00
WHITE WINES 8.00 .. 13.00
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ST. LEON TONIC
WINE 21.00
BURGUNDIES 14.00 .. 50.00

H. PRICE & CO.,
408 17, Queen's Road.

General Memoranda.
Monday, July 28.
3 p.m. - Auction of Crown Lands at the Public Works Department's Office.
3 p.m. - Meeting of Shareholders of The United Asiatic Bank of India, Ltd., at Messrs. Dalwell & Co.'s Office.
Dividend of 24 on Shares of The Hongkong & Shanghai Banking Corporation, Ltd., payable.

Tuesday, July 29.
Dividend of 24 on Shares of The Hongkong & Shanghai Banking Corporation, Ltd., payable.
Dividend of \$1.50 on Shares of The West Point Building Co., Ltd., payable.
2.30 p.m. - Auction of Household Furniture, at the Residence of Mr. J. H. Hall, 13, Kowloon Terrace, Kowloon.
Goods per Billiken and delivered after this date subject to rent.

Wednesday, July 30.
Goods per Billiken and delivered after this date subject to rent.
Friday, August 1.
3 p.m. - Auction of Leasehold Property (in 2 Lots), at Mr. Geo. P. Lamont's Sales Rooms.

Saturday, August 2.
Register of Shares of The Hongkong and Shanghai Banking Corporation, closed from this date to the 16th August, inclusive.

Tuesday, August 5.
Meeting of Shareholders of The Hongkong & Shanghai Banking Corporation, Ltd., at the Company's Office.

Wednesday, August 6.
Meeting of Shareholders of The Hongkong & Shanghai Banking Corporation, Ltd., at the City Hall.



A. S. WATSON & CO.,
LIMITED.

ESTD 1861 A.D.

WINE & SPIRIT MERCHANTS.

WATSON'S
Celebrated

E
BLEND
VERY OLD LIQUEUR

SCOTCH
- - **WHISKY.**

Our Celebrated 'E' Liqueur SCOTCH WHISKY is a Blend of the Finest WHISKIES distilled in SCOTLAND. Specially selected. It is of great age. Very fine and Mellow.

Its superior quality has established its reputation as the LEADING SCOTCH WHISKY IN THE EAST.

Per Dozen \$15.00.

A. S. WATSON & Co., Limited,
THE HONGKONG DISPENSARY.

MURKES.

On 11th July, at 61 Western Road, Penang, the wife of J. CHAMBERS REID, of a Daughter.

On the 12th July, at Chelsea, Mrs. H. O. AUGUSTINE, of a Daughter.

DEATH.

On the 17th July, at the Shanghai General Hospital, of cholera, ALEXANDER CUMBY, Jr.

The publication of this issue commenced at 5.40 p.m.

The China Mail.

HONGKONG, THURSDAY, JULY 24, 1902.

LOCAL AND GENERAL.

The Addresses to the King.
The Addresses to King Edward VII. from the Masons, the Chinese and the General Community of Hongkong were removed from the custody of the Hongkong and Shanghai Bank yesterday, and placed on board the P. and O. steamer *Malacca*, which sails for London tomorrow.

The New Hongkong Coinage.
The new Hongkong coinage is already in circulation in the Colony to a limited extent. The pattern is as described in our issue of Saturday. It remains to be seen how long it will take the rich hoards to become precious metal to the new tender. We have not heard of any of the new coins being offered to them yet, the first issue being treated so far as curios for exhibition to friends only. When are the new postage stamps coming along?

New Journalistic Venture.
We have received a copy of the first number of a new Portuguese newspaper, "O Patriota," published by Mr. Leonardo Noronha, at No. 41 Des Vieux Road. We regret that we have no knowledge of the Portuguese language, and so are unable to refer to the contents in detail; but, assuming that our new contemporary will be conducted on those enlightened lines which have won respect for the Press of Great Britain, we wish "O Patriota," its Editor and Publishers, the fullest measure of success, and hope it will have a long life and form a fitting monument to the Portuguese community of Hongkong and Macao.

The N. W. Frontier.
A Simla telegram, dated 8th inst., states:—A column moved out from Bannu before daylight last Sunday, a detachment operating from Saidi, and surprised the Mohammed Khel section of the Darwesh Khel Waziris who were responsible for the attack on the Indian Chinese Post last month and other offences, including the sheltering of an outlaw who took refuge with them only last Saturday after an encounter with the police party within a mile of Bannu. The tower of a notorious outlaw was destroyed, two tribesmen were shot and three captured. The British casualties were Khan Sahib Huk Nawaz Khan, a local official who was shot while searching some of the outlawing hordes, and a Sepoy of the 3rd Sikhs was also wounded. The Mohammed Khels were taken completely by surprise.

The Lord Mayor Elect.
Sir Marcus Samuel, the Lord Mayor Elect of London, is a well-known and exceedingly popular figure in the City. He is styled by Reuters "a Japanese merchant," because most of the branches of the house are in Japan; but it is in connection with the petroleum industry that the name of Samuel is intimately associated, says the *Singapore Free Press*; indeed the firm of Samuel & Co. was the first to inaugurate the petroleum trade in bulk through the Suez Canal, and from that time onwards the firm has made rapid strides in the development of the use of petroleum as liquid fuel for steamships. In North Borneo within the past few years, at Balikpapan and Kottie, large plant has been laid down for working the extensive oil fields there, and in other oil-producing regions the firm of Samuel & Co. has large interests, while the fleet of Shell steamers it engages in its transport trade numbers no less than 37. Sir Marcus, who was created a Knight in 1898 for services rendered to H.M.S. *Victoria*, has been an Alderman of London since 1891, and from 1894 to 1895 he was Deputy Lieutenant of the City and Sheriff. He is also a J. P. for the County of Kent. He was born in 1853, and is the second son of the late Mr. Marcus Samuel. Educated at Edinboro and Brussels, in 1881 he married Miss Benjamin. Sir Marcus has travelled widely in the Far East and Japan, where he established his business. His country seat is at "The Mote," near Maidstone, Kent, an historic building, for many years the family seat of the Romney family, and in the latter nineties of the last century, held a famous review of Regulus, Mithra and Valmiki, which was attended by King George III. Sir Marcus is very popular with his tenants and in the neighbouring Borough of Maidstone, and he should prove a capable Lord Mayor.

SUMMER COMPLAINT.
Is the children's most dangerous enemy and the mother's most dreaded foe. Immediate and proper treatment is always necessary. Chamberlain's Colic, Cholera and Diarrhoea Remedy, given according to directions, is the most effective remedy known. Every household should have a bottle at hand. Get it today. It may save a life. For sale by All Dealers; WATKINS Ltd., General Agents.

LOCAL AND GENERAL.

Notes by the Way.
Captain Chamberlain, 11th Bengal Lancers, died at Murree on the 9th inst. of enteric.

The Kaiser has sent to the library of every ship in his navy a copy of Captain Mahan's "Life of Nelson."

Engineer H. E. J. Reynolds is appointed to the *Titanic*, for duties in the Hongkong Naval Yard, under the Chief Engineer.

This afternoon, His Worship Mr. Hazeldun was engaged taking evidence in the recent Hollywood Road robbery case, one man being charged.

Today, an unemployed Sun On man, named Chin Chin, was sent to prison for six weeks for stealing a silver tablet, used in one of the Chinese temples as an altar offering.

It has been decided that the 23rd Devon Light Infantry shall proceed to China, the medical objections raised against the inclusion of this regiment in the China relief having since been removed.

The Rev. W. Murray, who acted as Pastor of the Presbyterian Church in Singapore during absence on leave of Rev. S. N. Walker, has been presented with a gold watch and chain by the Presbyterian community.

On November 12, a "round the world" tour is to start, to be carried out by Messrs. Gaze. The time allotted is 200 days, and the cost 280 guineas. France, Switzerland, Italy, Egypt, the Delhi Durbar, Ceylon, the Straits, China and Japan, and home across the Pacific and America is the itinerary.

It is feared that St. Vincent will have to be abandoned altogether. The despatch from Sir R. B. Kewley to Mr. Chamberlain discloses an appalling state of affairs, and seems, in effect, to be the death knell of the colony. Ten of the most valuable estates in the island have been completely destroyed.

The Fourth Test Match.
The Australian cricketers open the fourth test match at Manchester to-day.

Drowning Accident at Weihaiwei.
The *N. C. Daily News* of the 18th inst. says:—We regret to hear from a correspondent at Chefoo that Mr. C. G. Roberts, a nephew of Dr. J. K. Case, a medical missionary at Weihaiwei, has been drowned just prior to his contemplated departure for England.

Coronation Celebration.
Owing to defective communication with India, the Coronation festivities were actually carried out on June 26 at the Nepal capital. We hear that the same thing happened at Suddakan, and that a congratulatory telegram was despatched to the King.

The 'Chi Yuen.'
It will be noticed from our shipping report that the China Merchants' steamer *Chi Yuen*, which, according to rumour on Monday, was lost near Tarnan, arrived safely in the Harbour today. She experienced good weather during the whole trip from Shanghai. So much for rumour.

The New Postmaster-General.
It is understood (says the *Singapore Free Press*) that Mr. L. A. M. Johnston has been appointed Postmaster-General at Hongkong. He has had postal experience in the Straits, having been Mail Officer, Assistant Postmaster at Penang, and acting P. M. G. The commercial community of Singapore will be sorry to lose Mr. Johnston, who is an excellent second, to Mr. Noel Trotter, both of them recognising that this is the one department of Government that needs to meet the commercial world in its own spirit.

Hongkong and Macao Police Despatches.
Today, at the Magistracy, before Mr. Hazeldun, H. Cheung (21), an ex-sergeant of the Water Police, who was employed on the launch *Hilda*, was charged by Inspector Riley with deserting the Force on 6th April last. He was fined \$200, with the alternative of three months' imprisonment. In the afternoon, the Court was occupied in hearing evidence in an application by the Macao Government for the extradition of two deserters from the Macao Police Force. An officer was present from Macao.

The Stag Hotel.
An adjourned meeting of Justices of the Peace was held this afternoon for the purpose of disposing of the application for the removal of the Stag Hotel license to new premises that have been built close by the present hotel. The application was, will be remembered, adjourned from last meeting to permit of certain defects in the sanitary arrangements being rectified. There were present Mr. F. A. Hazeldun, Mr. J. H. Keeney and Mr. C. A. D. Melbourne. A report was submitted from Hon. Dr. Clark, Medical Officer of Health, stating that he was not satisfied that the sanitation of the new Hotel was in accordance with the requirements of the law, and the meeting unanimously agreed to grant the license.

LOCAL AND GENERAL.

Singapore Death-Rate.
The mortality returns for the month of June in Singapore show a total of 1,375 deaths, 12 of which were Europeans. Cholera accounted for 196 and fever for 375. The average per head was 69.30, of which 7.55 occurred at St. John's.

The Plague.
There has been a remarkable recrudescence of plague since Saturday, when the return of the Medical Officer of Health was a blank one. Each day since has shown seven cases, and to-day's return gives eight, seven of them dead. The cases are all Chinese, and the total for this year now stands at 479. Three plague bodies were found in the streets.

English Cricket.
This year's "Varsity" match furnished the first finished game since 1898, when Oxford won by 9 wickets. Cambridge's win raises her total to 33 as against Oxford's 29. This year, the Thryers have beaten the Gentlemen by an innings and 68 runs. Last year, in the corresponding match, the Players won by 221 runs, after declaring their second innings closed with six wickets down, and they followed this up with a victory by ten wickets at the Oval. The third match at the end of the season, at Hastings, was a sensational one, but with a much better finish, though the Players secured the mastery by seven wickets.

The Welsh Flag.
In the House of Commons on the 23rd ult., Mr. Kenyon asked the Secretary for War whether, in view of the fact that several Welsh Regiments took part in the recent campaigns in South Africa, he would explain why the National flag of Wales, the Red Dragon, was not displayed side by side with the flags of England, Scotland, and Ireland in the decoration of the War Office; and if he would give orders that the omission be rectified. Lord Stanley:—If the hon. member had waited until the decorations at the War Office were completed, he would have found the Red Dragon of Wales among them.

H.M.S. 'Terrible.'
We understand that H.M.S. *Terrible* proceeds to England by way of the Suez Canal. It will be remembered that when the *Powerful* was ordered Home the *Terrible* was coming out, as the *Powerful* had done before her, by the Cape of Good Hope. The South African War breaking out, both vessels were requisitioned, and the officers and crews lost very valuable aid to the military authorities in Natal and Cape Colony. It will probably be necessary for the *Terrible* to go through the Canal rectified and in a lightened condition; and it will be interesting to watch an experiment which might have been tried by the *Powerful* had not service exigencies compelled her to go to South Africa.

At Alexandra Palace.
The experience of the Straits Contingent was apparently far from being "all beer and skittles" during the first part of their sojourn at the Camp at Alexandra Palace. The miss and the visits of thousands of Londoners turned the ground into a quagmire, while the rain continued to fall at intervals, and the Colonel shivered miserably at the grey and mournful outlook—so, at least, says a home paper. "I never saw such mud!" said a Natal trooper who was shut up in Lodysmith. "The way it sticks to one's boots, I think you English must be always shifting one country to another." "On Sunday," said a Singapore volunteer, "we were taking a stroll in our tent, when a cheetah came in shouting 'Quick, boys, here's the sun!' We turned out at the double, but the sun had gone. It has just winked at us, that's all. I suppose you do see the sun here sometimes?" In spite of the weather the health of the contingent has been good.

A Conviction Quashed.
It will be remembered that a few weeks ago we commented on the conviction of the Star Ferry Company, at the Magistracy, for neglecting to place what is known as rat funnels on the mooring hawsers of their ferry launches at Kowloon to prevent rats boarding or leaving the launches by way of the hawsers. The absurdity of this reading of the Sanitary Board's bye-laws was commented upon by us at the time. We contended that the bye-laws were never intended to apply to launches plying within the waters of the Colony, and certainly not to the ferry launches running between Hongkong and Kowloon. The matter, so we are given to understand, was referred to Professor Simpson (who proposed this preventive measure), and that gentleman's reply coincided with our contention. The Government has therefore returned to the Ferry Company the amount of the fine imposed by Mr. F. A. Hazeldun, and, we take it, the conviction has therefore been quashed. The amount of the fine was not much; but we are pleased to learn that commonsense has been exercised by the authorities in this case.

A SCAR.
FROM a burn or scald is often dreaded, more than the pain that is inflicted. Chamberlain's Pain Balm heals the injured part in less time than any other treatment, and unless the injury is a severe one, no scar will be left. An application gives relief. Try it. For sale by All Dealers; WATKINS Ltd., General Agents.

LOCAL AND GENERAL.

Kitchener's Valedictory Address.
Lord Kitchener, in a valedictory address to the troops in South Africa, thanks all ranks for the excellent services rendered in trying circumstances and for the endurance displayed, which was much more valuable to a Commander than a dash of short-lived effort whereby hard-fought actions are won in a campaign of ordinary duration. He congratulates the Army on its humane spirit, and refers to the soldierly qualities of the Boers.

Fatalities in the Navy.
London exchanges of the 24th ult. report:—A Reuters telegram from Therapia, of yesterday's date, says:—The body of Lieutenant Bagge has been found about three miles inland from Elkos. It bore no traces of violence. A post mortem examination revealed the fact that death was due to natural causes, probably the consequences of heat stroke. A Court of Inquiry will be held tomorrow morning on board the *Scout*.—A Weymouth telegram states that Commander Griffin, Royal Navy, was drowned in Portland Race, on Sunday night, by the capsizing of a motor boat towing his yacht. The body has not yet been recovered.

Forecasting Storms.
A Calcutta telegram, dated July 9, says:—Last evening, Mr. Little, the Meteorological Reporter of Bengal, gave a lecture upon storms in Bengal. He considered the subject in three divisions—climate, weather and storms; and dealt in a lucid manner with the causes and effects of variations of all three. With regard to storms in particular, he detailed the experiments which he and other scientists had made to determine the direction and force of the air currents of cyclones. He said that it was quite possible for a steamer to keep away from the central area where there was danger; but before that it was necessary for the meteorologist to teach the sailor far more with respect to the nature of these storms. To forecast, with accuracy, however, it was necessary to know the direction of the upper currents as familiarly as the lower ones. This is impossible at present owing to the enormous height at which the clouds pass.

Fire at Hanyang Shell Factory.
The *N. C. Daily News* publishes the following from Wuhan, the provincial capital of Hupeh:—On the evening of the 7th inst., at about 7 o'clock, after work had ended, and except the few people in charge, all had left the premises of the Government Shell Factory at Hanyang, fire was seen issuing from the second story of the western portion of the Factory, where were situated the clerks' and accountant's rooms. In these rooms there happened to be several boxes of gun-fuses, intended for shipment to Hsian, Shensi, which were also destroyed by the fire. On the ground floor there was a large quantity of shell and shot also intended for the same destination which, owing to the promptitude of those fighting the flames, luckily escaped destruction, otherwise there would certainly have been a catastrophe. Fortunately the fire was discovered in time, so that only the accountant's room was gutted, the iron flooring and other modern precautions against the spread of a conflagration preventing any damage to the ground floor. The fire was quenched within a very short space of time so that the damage is estimated at only about fifteen hundred taels, at most. The origin of the fire has not yet been discovered, as no one lives in the place that was destroyed.

Henley Regatta.
A London telegram states that all the foreign and Colonial competitors at Henley have been defeated. In the Diamond Sculls final, Mr. Kelly beat Mr. B. Richardson Smith. Last year, it will be remembered, the Presbyterian eight were in the final for the Grand Challenge Cup, but amid a scene of immense excitement the London men won by a length. Never has the 'Grand Challenge' been secured by other than a British eight, and in what is still to be known as the Coronation year, Great Britain has held her own against all-comers. Mr. B. Richardson-Smith, who stroked the London crew to victory in the above-mentioned race, has been beaten this year for the Diamond Sculls by Mr. Kelly. The winner last year was Mr. C. V. Fox, of the Guards Brigade Rowing Club. The Mr. Kelly mentioned above is probably Mr. F. S. Kelly, of Balliol (Oxford), who defeated Mr. W. Field (Exeter) for the Oxford University Challenge Sculls last month. For this honour, a splendid race was witnessed. Field, who won in 1900, led at the start, but Kelly came along strongly, and drew up again. The Exeter representative got away once more, and although he tired considerably towards the finish, Mr. Kelly struggled along pluckily, and won by half a length in 7 min. 35 sec., which is believed to be the best time on record.

There is no particular time of the year for taking Stearns' Wine of Cod Liver Oil.
The time to take it is whenever it is needed—when the system is disordered by disease, or overcome by natural languor and depression, when the body is in an agonic state. If you are losing flesh, if your appetite is poor and you do not relish your food, if you are pale and weakly, if you are overcome with an indigestion to eat, you need Stearns' Wine. It is also from A. S. Watson & Co., Ltd., Hongkong.

TELEGRAMS.

[REUTERS SERVICE.]
THE SIAMESE QUESTION.
London, July 22, 1902.
The *Morning Post* views with grave misgivings the possibility of a combination of circumstances in Siam endangering the amicable relations existing between France and England, and urges a frank exchange of views between the two Governments for the purpose of removing any possible cause of misunderstanding.

GERMANY AND ENGLAND.
The German press publish an appeal for the promotion of better relations with England.

THE KING'S HEALTH.
His Majesty King Edward continues to progress favourably.

THE ELBE DISASTER.
Later reports state that 104 persons are missing in the pleasure steamer disaster on the Elbe.

BOER GENERALS START FOR EUROPE.
The Boer Generals Botha, De Wet, and Delany have started for Europe.

PRINCE KOMATSU AT ESSEN.
Prince Komatsu is paying a visit to Krupp's Ordnance Works at Essen.

SAVING'S BANK INTEREST.
A Parliamentary Committee recommends the reduction of Savings Bank interest by one-eighth per cent for the purpose of meeting the loss on income.

KOWLOON BOWLING GREEN CLUB.

The following are the results of ties that were played off in the first round of the competition at Kowloon Bowling Green for the President's (Mr. W. Ramsay's) Prize, etc., viz.:—
(G. P. Lammert (21) b. N. Major (3).
J. Walker (21) .. J. Parkes (16).
T. Perrie (21) .. A. Milner (14).
A. B. Kinross (21) .. W. Doss (9).
J. McCubbin (21) .. A. K. Henderson (6).
A. W. Laverton (21) .. O. Focken (11).
A. Ritchie (21) .. J. Black (19).
E. W. Robertson (21) .. E. G. Lewis (19).
D. Goss (21) .. T. H. Reid (13).
J. Galt (21) .. A. G. Erling (10).
J. M. Henderson (21) .. R. V. Ratter (10).
A number of members scratched in the first round. The drawing for the second round of ties took place last night with the following result, viz.:—
J. Grant .. S. Dixon.
W. C. Jack .. S. Wilson.
D. Goss .. D. Macdonald.
G. P. Lammert .. F. C. Willford.
S. Farroll .. A. Kinross.
E. T. Richardson .. J. Lambert.
J. McCubbin .. J. Galt.
T. Robertson .. J. Ramsay.
J. D. Logan .. J. R. Gray/A. Grant.
S. Belsan .. J. Wilkie.
J. Walker .. T. Perrie.
J. Macdonald .. J. Pearson.
A. Laverton .. J. P. Corran.
A. Ritchie .. J. Sibbitt.
C. Alexander .. J. M. Henderson.
E. J. Main .. G. Smith.
All ties must be played off by the 9th proximo. The Committee decide that on the occasion of the cutting of the sod of the new King's Park, on Wednesday, 30th inst., the members of the Club would be "At Home" to their friends from 4.30 p.m.

THE CANTON RIVER DELTA.

A Decade of Mission Work.
The readers of the *China Mail* will perhaps be interested to read the following facts and figures relating to the work of the Rev. A. A. Fulton, of the American Presbyterian Mission, in the Delta of the Canton River. If the general community do not know more about the work of missionaries the fault is not entirely with the public, for it is very seldom anything of a clear nature is published which can easily be understood. This record is an exception, and is a proof that steady faithful work among the Chinese brings excellent results. Mr. Fulton began his mission work in the delta just ten years ago. He found in his sphere of labour six houses used as churches, and all rented by the Mission. These six mission churches have multiplied to twenty-eight, and most of them are the property of the Mission. Fifteen are new buildings erected at a cost of \$27,500. About half of this money has come from the Chinese themselves. The ratio of increase is very marked; for instance, in the year 1892 eight new members were added, whereas in the ten months of their ecclesiastical year up to May, 1902, the additions amounted to 209. It is not surprising, therefore, to find that the 80 members of ten years ago have multiplied to over a thousand to-day. Five of the churches are entirely independent of monetary help from abroad, and several others nearly so. The Rev. Dr. Hager, of the American Board, who works in some of the same districts as Mr. Fulton, has gathered in about a thousand members during the last ten years, and established several self-supporting churches.

EMERSON'S BROMO-SELTZER
A SPEEDY and Reliable Remedy for A Nervous Headache, Brain Pain, Sleeplessness, Depression, following excesses, Mental Exhaustion, &c., &c. Sole Agents:—A. S. Watson & Co., Limited, the Hongkong Dispensary.

HOUSING OF THE POPULATION OF HONGKONG.

The following reports and minutes dealing with the Reports of the Experts on the question of the Housing of the Population were laid on the table at today's meeting of the Sanitary Board, namely:—

Sanitary Board Office,
7th July, 1902.

Sir,—We beg to submit the following remarks and suggestions relative to the Report on the Question of the Housing of the Population of Hongkong by Mr. Chadwick and Professor Simpson.

The Report summarizes many of the recommendations made by the Sanitary Board during the past eight years. We are agreed that the present sanitary condition of Hongkong is due to surface crowding, sanitary defects in the design of dwelling houses and by over-crowding of the inhabitants in these houses, and are of opinion, after a careful consideration of the Report, that the measures recommended are well calculated to improve the sanitary areas in Hongkong.

Our remarks, therefore, are mainly confined to the best method of carrying out the recommendations contained in the Report.

In paragraph 11, of the Bill, provision is made for the constitution of the Sanitary Board for a Sanitary Commissioner, and we are of opinion that a majority of such an officer should be appointed, but, doubt very much whether, if he is to fulfil the duties laid down in the Report, he should necessarily be a medical man.

Professor Simpson's opinion in paragraph 29 of his Second Memorandum that the Medical Officer of Health should be the Director and Executive Head of the Sanitary Board engaged in connection with:—

(a) Plague work.

(b) Ordinary sanitary routine work.

The duties of the Sanitary Commissioner would therefore be the carrying out of the larger sanitary questions, detailed in paragraph 31 of Professor Simpson's Second Memorandum, viz:—

(1) the distribution of the water supply and its purity as apart from the constructive work.

(2) the maintenance of the sewerage and its flushing arrangements.

(3) the laying out of streets, public and private.

(4) projecting new streets and sewerage lines.

(5) improving the lines of old streets.

(6) the construction of new spaces.

(7) the construction of healthy houses.

(8) the space to be left between and about buildings to secure free circulation of air.

(9) the provision of public and private latrines and urinals.

(10) the addition of cubicles, without windows, and the question of insulating property.

(11) demolishing in sanitary property, and reconstructing it on sanitary principles.

(12) the prevention of the erection of insanitary areas.

These duties, which include the approval of all plans, are more than those of a Civil Engineer, and a Medical Man.

We suggest that the Medical Officer of Health, as Chief Executive Officer of the Board, should not have a seat on the Board.

We suggest that the Board should be constituted by substituting "The Board" for "The Sanitary Commissioner," as we are of opinion that questions dealing with the rights of ownership should be considered by the Board. This principle is maintained in Nos. 3 and 4 of the Bill governing the Prevention or Mitigation of Epidemic, Infectious or Contagious Diseases, as under this Bill the Board has the power of temporarily closing buildings unfit for human habitation. It is, therefore, in accord with this Bill that the permanent closing of buildings should be carried out by the Board.

In connection with the Bill-law for the Prevention or Mitigation of Epidemic, Infectious or Contagious Diseases, we beg to record here that we are not sufficient reason for the proposed alterations of No. 1 of these By-laws.

The Board at present directs its officers to make house-to-house visits, and, therefore, the districts in which these visits should be carried out, and it is proposed that the Sanitary Commissioner shall have the power to direct any officer to make visits in any districts in which he may deem such visits necessary.

It would be necessary under the proposed arrangement to inform the Police of the fact that certain districts have been defined to secure their cooperation, and, therefore, little time would be saved by the Sanitary Commissioner delegating the duties and directing the officers, instead of the Board.

Moreover, before such measures are adopted, the whole Board, especially the Chinese members, should have an opportunity of expressing their views, and they should be published before they are enforced.

The provision to section 48 should be amended by the addition of the words "either than certain quarters, or the word 'building' in the requirements of 50 square feet and 600 cubic feet for each adult would be sufficient in such buildings.

With reference to Sections 100 and 123, prohibition of cell and plaster walls and ceilings has already been recommended by the Board, and we are of opinion that they should not be allowed in future outside the European Reservation Area, unless with the approval of the Board (or Building Authority).

With reference to Section 140, we are strongly of opinion that at least half of the window area required should be made open.

Plate VIII in the Report illustrates the necessity for limiting the depth of a dwelling-house, and it is to be hoped that dwellings having a depth of 30 feet without lateral windows will not be allowed to be erected in future.

In this connection, we note with regret that the Report does not contain a plan of an improved type of domestic building, although it shows clearly that the present designs are defective in almost every particular.

The Board has already expressed its opinion that the best type of Chinese house yet submitted is that designed by the Hon. Mr. W. Chatham, Director of Public Works.

Paragraph 23 of the Report states that this plan is the Cubicle House, and that we are at a loss to understand how it solves this question in view of the definition of external air contained in the last portion of Section 140, as the open space into which the wind from the cubicle land, does not, except in the case of the corner house, extend the whole length of the wall in which such wind has been made, and, therefore, the cubicle windows do not lead into external air as defined by the external air.

Before quiting this question of external air, we deem it advisable to draw attention to paragraph 18 of the Report, which advises limitation of cubicles to one person to those which have lateral windows opening into the street or into a courtyard twenty feet in width. The width of the

hitherto, required by the Board when granting exemption to corner houses from the provision of back-yards has been fifteen feet.

The wording of the Sub-section 4, Section 140, is somewhat vague. It may be intended to mean that two cubicles are allowed without windows, but that, if more are erected, the additional cubicles must be provided with windows, but it may also be taken to mean that if more than two cubicles are erected, all the cubicles must be provided with windows.

We are of opinion that the amount of open space required by Sections 176 and 177, and to the limitation of the height of buildings required by Section 180.

We agree in advising all the other new provisions in the Bill which have not been specially referred to above.—We have, etc.,

(Signed) J. M. ATKINSON,
F. J. BARNARD.

The following is the Minority Report, dated 21st July, 1902:—

Sir,—Having carefully considered the Report by Mr. Chadwick and Professor Simpson on the Housing of the Population of Hongkong, I beg to submit that the measures recommended would only partially improve the sanitary condition of this Colony in the immediate future.

I find that after reviewing the sanitary condition due to overcrowding and sanitary defects in the design of dwelling houses, the experts recommend the resumption of a very limited number of these dwellings; which must, of course, be left to be dealt with by measures as circumstances will permit.

With this end in view, Sections 147, 149, 176, 177 and 185 have been introduced in the Bill annexed to their Report.

I submit that these measures, are not only drastic and arbitrary but they are contrary to the principle of British justice and fairness, and also contrary to the object of the petition presented by the petitioners to the Secretary of State for the Colonies.

The object of the petition, I take it, is the desire to have this Colony put into a proper sanitary condition, once for all, and freed from the annual recurrence of plague and other epidemic diseases.

The experts appear to be only dealing with a portion of the sanitary dwelling houses, leaving a large number of such buildings as to be dealt with as circumstances will permit.

They have incorporated in the Bill only one part of the Housing of the Working Classes Act, 1890, leaving other equally important provisions contained in other parts untouched.

I venture to say that the introduction of Sub-section 18 of Section 31 of the English Act would be fair and beneficial in many cases, and that its omission would work hardship on the holders of small lots (Quoted Section).

Section 41 of the same section empowers the local authority to purchase by agreement the area comprised in the scheme and Section 41 deals with the question of compensation by arbitration, etc.

With reference to the appointment of a Sanitary Commissioner, I agree with Dr. Atkinson and Mr. Barnard that such an officer should be a civil engineer, for reasons stated in their majority report.

I agree also that the Medical Officer of Health, as chief executive officer of the Board, should not have a seat on the Board as in the whole Public Health Act of England the duties of the Medical Officer of Health are, I find, to carry out the orders of the local authority or board. It is, however, the duty of the Medical Officer of Health to advise the local authority or board on all matters relating to the health of the community, and to take orders from it at the same time.

The same remarks may be applied to the Sanitary Commissioner, if one is to be appointed.

As regards the abolition of existing cubicles, it will be found to be impracticable unless a scheme can be devised to remodel the existing tenement houses, so as to bring it within the meaning of the new Bill, for the rent and not to fly heavy losses on the owners or infringe the rights of Crown lessees.

I strongly recommend that where a compulsory scheme of land and space is made, the reconstruction of the new Bill, fair and reasonable compensation should be given in every case. (Quoted Section 75 of the Public Health Act, 1875, and summarized Section 38).

I also submit that all damages sustained by any person on account of the destruction of household furniture, wearing apparel, etc., consequent upon measures taken to combat plague and other infectious diseases should be made good and compensated.

Section 121 of the Public Health Act, and Section 6 of the Infectious Disease (Prevention) Act, 1890, says (Quoted):

These measures, if introduced, will mitigate the consequences of plague and other infectious diseases and the dumping of dead bodies.—I have, etc.,

(Signed) LAU CHU PAU.

Mr. E. Osborne minutes.—It seems strange that when the two Sanitary Commissioners, one of them a medical man, whose chief study is sanitation, and the other a civil engineer, agree in recommending that the Sanitary Commissioner should be a medical man skilled in sanitation, the Committee should proceed to argue that he must be an engineer.

We think we should do well to follow the recommendations of the experts.

The majority report referred to the Committee defines the duties of the Sanitary Commissioner as being those of dealing with all nuisances and sanitary defects of whatever nature, while, in the memorandum quoted by the Committee, it is further stated he should deal with official documents bearing upon the administrative work of the Department. All this can, in any sense overlap those of the Head of the Public Works Department, and I have no doubt the Government will arrange that such of the duties enumerated in paragraph 31 of the Report as are not clearly the duties of the Sanitary Commissioner should be transferred to the Sanitary Department, and there is, in my opinion, much greater likelihood of harmonious intercourse between the two departments, if the Head of one is a medical man, and the Head of the other an engineer, than if both are members of the same profession.

There are matters referred to in this paragraph which solely concern the medical man, such as the preservation of the purity of the water supply, (except from construction work), the sanitary maintenance of the sewerage, which Mr. Chadwick recommended should be handed over to the Board; the construction of healthy houses; the reservation of open spaces; the provision of public and private latrines; the abolition of cubicles without windows; questions of insanitary property, and so on. Professor Simpson has not recommended that the Sanitary Commissioner should design, construct, or maintain houses, latrines, etc., but that his advice should be available to the Government and to the Board in regard to these and kindred matters, which the

Home Acts recognize as coming within the province of the medical expert. With regard to the question of plans, it will be within the Board's knowledge that all plans for new works have, during the last six years, passed through the hands of the Medical Officer of Health, and, I understand, in the largest of them, and it surely cannot be contended that it requires a civil engineer to decide whether a certain design is in accordance with the Public Health Laws or whether the house when erected (under exemption, perhaps, from some of those provisions) will be a sanitary one.

With regard to Byelaws for the prevention of plague, referred to in the Committee's report, Professor Simpson speaks very strongly of the necessity for prompt action in dealing with the earliest cases whether discovered in man or rat, and, if the whole staff are to stand idle waiting the fortnightly meeting of the Board, the benefits to be derived from the prompt action will be lost.

The Board have themselves recognised this fact by delegating, during the recent outbreak, the whole of its powers under these Byelaws to the Resident and Medical Officer of Health. The Chinese members of the Board should bear in mind that, if the Sanitary Commissioner has this power, he will probably find it necessary to order house-to-house visits in the event of one block of buildings at a time, whereas the Board's resolutions have hitherto covered large areas for the reason that a fortnight must elapse before further action can be given, unless special meetings of the Board are held.

Moreover, the Board has the power to amend or revoke these or any other Byelaws, and, under the circumstances, I think the scheme of the experts should be given a trial.

(Signed) J. OSBORNE.

Hon. Mr. Clark minutes as follows:—The Report which was referred to the Committee definitely states that, in the opinion of both experts, the Sanitary Commissioner should be a medical man, and moreover it clearly defines his duties. The Committee have, however, gone to the extent of recommending that Professor Simpson, a few weeks after his arrival in the Colony, and in which the appointment is first made, for further information. It is only fair, however, to state that, at that time, Professor Simpson was not acquainted with the very important duties and functions of the Public Works Department in connection with the sanitation of the Colony, and the catalogue of duties which is quoted by the Committee is given by him only to show what important matters he outside the line work of the Medical Officer of Health.

It is clear, I think, that the later Report, written two months after the preliminary memorandum, and with a better knowledge of the various Government Departments already existing in the Colony, and moreover after due consultation with the Engineering Expert sent out from England to collaborate with him, contains the more mature opinions on this question, which I have already stated in my report.

The Board may, I think, rest assured that had Mr. Chadwick thought an Engineer was the proper person for the Sanitary Commissioner he would not have hesitated to say so in the Report which is under consideration, and that he has not recommended a member of his own profession for the office, it cannot really be necessary.

I would like to add that the Sanitary Commissioners in India are invariably medical men, and that the Sanitary Commissioner in the Colonies is also invariably a medical man, and their duties are not altogether dissimilar from those which have been so clearly laid down in paragraph 27 of the Experts' Joint Report and in the Draft Bill.

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CORRESPONDENCE.

A NUISANCE.

To the Editor of the "CHINA MAIL."

Hongkong, July 24.

Sir,—Relying upon the statement of a correspondent in one of your last week's issues that you know of and everything, I venture to request you will be good enough to satisfy my curiosity as to whether or not Professor Simpson, the Sanitary Expert, has, in going round this colony and its dependencies to ascertain the causes of the colony's sanitary state, the health of the colony, the Black Plague, ever passed along Macdonnell Road in Kowloon.

A reply from you in the negative is not far from conjecture, inasmuch as it is beyond doubt that the Professor seen the deplorable state of the road, he would have recommended the powers that be to immediately have sufficient drains opened there to cleanse the water that accumulates in the side channels, wherefrom it is only apparent that the locality is not entirely neglected by the Public Works Department, by the fact that the civil-servants and occasionally seen taken up and thrown on the sides of the road irrespective of the colony's sanitary state, the health of the colony, the Black Plague, ever passed along Macdonnell Road in Kowloon.

Thanking you in advance for the valued information.—Yours truly,

ANTHONY PLAGUE.

[We cannot say whether Professor Simpson has visited Macdonnell Road, Kowloon, or whether he has seen the nuisance complained of. Why not complain to the Sanitary Department?—Ed. C.M.]

THE LAW ABOUT RICKSHAS.

To the Editor of the "CHINA MAIL."

Kowloon, July 24.

Sir,—The residents of Kowloon, of whom I am one, find themselves greatly indebted to you for drawing attention to the remarkable decision of Mr. Kemp in the case of the ricksha-carrying men, who refused to leave their rickshas for a fare. The coolies, on account of the day being a stormy one, had no difficulty in thinking that he was not bound to leave his ricksha unless called personally by the ricksha-carrying men. Needs to say, the coolie, in arriving at this decision, did not feel any pressing need of great legal acumen, nor could he have put much value from a legal point of view, upon the validity or soundness of his opinion. It is, however, a pity that a ricksha-carrying man, not necessarily applied to a ricksha, it would have been quite possible to convince him of the extreme folly of such an opinion. Indeed, by a gentle persistence in the said act, light would have been thrown upon the ricksha-carrying men, and his ideas were not only erroneous (from a strictly legal point of view) but that they were even prejudicial to the commonwealth of both himself and the community.

But not only does the able judge give an utterly absurd decision; he follows it up with the gratuitous opinion that the ricksha-carrying men should be paid for the ricksha-carrying men. This is evidently intended to apply to the case of a gentleman who sends to the ricksha for a ricksha, and is curious for a judge first to condemn the system of sending to the ricksha for a ricksha, and then to recommend the ricksha-carrying men to be paid for the ricksha-carrying men. It is, however, a pity that a ricksha-carrying man, not necessarily applied to a ricksha, it would have been quite possible to convince him of the extreme folly of such an opinion. Indeed, by a gentle persistence in the said act, light would have been thrown upon the ricksha-carrying men, and his ideas were not only erroneous (from a strictly legal point of view) but that they were even prejudicial to the commonwealth of both himself and the community.

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Shipping.

HAMBURG-AMERIKA LINIE.
NORDDEUTSCHER LLOYD.

OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through rates to ANTERWIP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LONDON, GERMANY, LIVERPOOL, GLASGOW, TRINITE, GENOA, PORTS in the INDIAN OCEAN, BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

FOR HAVRE AND HAMBURG.

CALLING AT SINGAPORE AND COLOMBO.

S.S. *Stier*, Capt. BÄRGER, 30th July, 1902. Freight and passengers.

FOR HAVRE AND HAMBURG.

CALLING AT SINGAPORE AND PENANG.

S.S. *Amberg*, Capt. EMBKE, 14th August, 1902. Freight.

FOR HAVRE AND HAMBURG.

CALLING AT SINGAPORE AND PENANG.

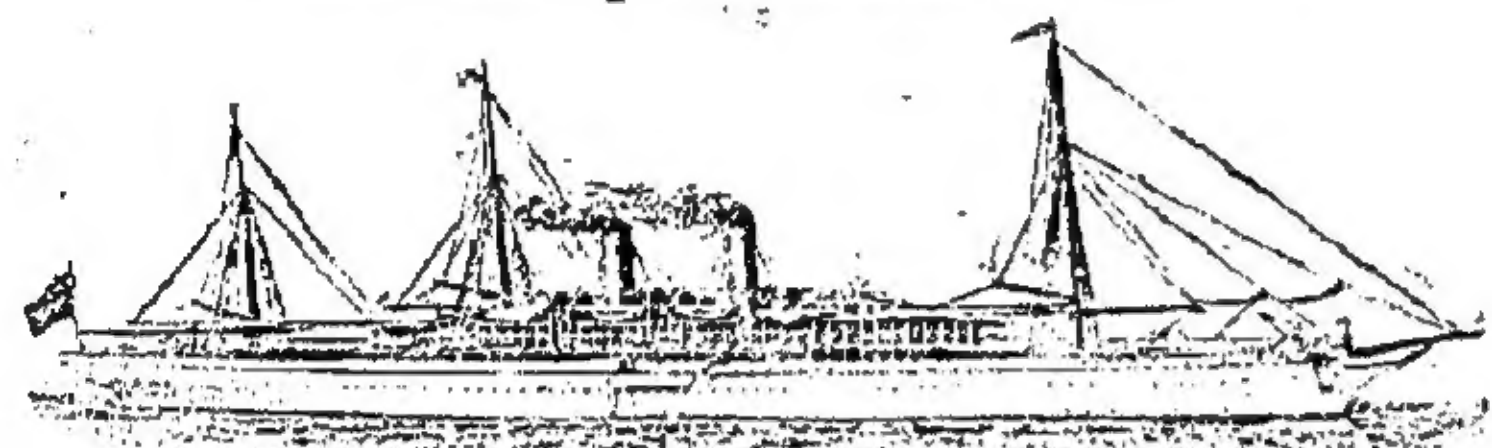
S.S. *P. Paulsen*, Capt. PETERSEN, 28th August, 1902. Freight.

FOR HAVRE AND HAMBURG.

CALLING AT SINGAPORE AND PENANG.

S.S. *Königsberg*, Capt. MAYER, 10th September, 1902. Freight and passengers.

For further particulars apply to

HAMBURG-AMERIKA LINIE,
HONGKONG OFFICE,
Queen's Buildings, No. 1.CANADIAN PACIFIC RAILWAY COMPANY'S
ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE,
VIA CANADA AND THE UNITED STATES.
(From SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)
SAFETY—SPEED—PUNCTUALITY.

Two new Steamships—4,000 Tons—10,000 Horse power—Speed 15 knots.
Sailing 3 to 7 days across the Pacific.

PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration.)

R.M.S. *ATHENIAN*, Comdr. H. MOWATT, SATURDAY, July 26.
R.M.S. *EMPEROR OF INDIA*, Comdr. R. ARCHER, MONDAY, Aug. 4.
R.M.S. *EMPEROR OF INDIA*, Comdr. R. ARCHER, MONDAY, Aug. 4.
R.M.S. *TARTAR*, Comdr. R. ARCHER, MONDAY, Aug. 4.
R.M.S. *EMPEROR OF JAPAN*, Comdr. H. MOWATT, WEDNESDAY, Sept. 10.

THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 days, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL OVERLAND TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, of which passengers to Great Britain and the Continent are given choice of. Passengers booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months. SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIOUS OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition) and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes. THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and managed by the Company, and their appointments and cuisine are modelled.

Special Extra Service.

The Company's Extra Steamships "ATHENIAN" and "TARTAR" have now been placed on the Line between CHINA and JAPAN PORTS and VANCOUVER, as additional sailings.

In addition to the excellent First Saloon Passenger accommodation, the "ATHENIAN" takes 2nd Cabin Passengers with accommodation unequalled on the Pacific, and also Steamer. The "TARTAR" takes First Class and Steamer Passengers only. The ship is usually made between YOKOHAMA and VANCOUVER in 14 Days. For further information, Maps, Guides, Books, Rates of Freight and Passage, apply to

Hongkong, July 17, 1902.

D. E. BROWN, General Agent,
PRINCE STREET.PORTLAND AND ASIATIC
STEAMSHIP COMPANY.

SAILINGS FROM HONGKONG, 24 SHANGHAI, INLAND SEA OF JAPAN, MOBI, KOBE AND YOKOHAMA; FOR PORTLAND, OREGON.
OPERATING IN CONNECTION WITH THE OREGON RAILROAD & NAVIGATION CO.

STEAMSHIP.	Tons.	Captain.	Hongkong.
INDRAVELL	4,809	W. E. Craven, R.N.	July 25, 1902.
INDRAPURA	4,808	A. E. Hollingsworth	August 14, 1902.
INDRAMAHA		Alfred H. Hall	September 13, 1902.

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

PORTLAND & ASIATIC STEAMSHIP COMPANY.

Hongkong, 26th June, 1902.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

Steamers.	Destinations.	Sailing Dates.
KANUGA MARU, H. FRANKER.	NAGASAKI, KOBE AND YOKOHAMA.	FRIDAY, 25th July, at Noon.
KANAGHI MARU, J. S. THOMSON.	MAEILLIS, LONDON AND ANTERWIP, Via SINGAPORE, PENANG, COLOMBO AND PORT SAID.	SATURDAY, 26th July, Daylight.
TOKA MARU, H. CHRISTENSEN.	VICTORIA, B.C. AND SEATTLE, U.S.A., Via SHANGHAI, MOBI, KOBE AND YOKOHAMA.	MONDAY, 28th July, at 4 p.m.
HARATA MARU, E. L. SOWEN.	KOBE AND YOKOHAMA.	FRIDAY, 1st August, Daylight.
YAWATA MARU, A. E. MOSS.	SYDNEY AND MELBOURNE, Via THURSDAY ISLAND, MARSEILLIS, LONDON, AND ANTERWIP, Via SINGAPORE, PENANG, COLOMBO AND PORT SAID.	SATURDAY, 2nd August, at Noon.
BINGO MARU, F. DAVIES.	VICTORIA, B.C. AND SEATTLE, U.S.A., Via SHANGHAI, MOBI, KOBE AND YOKOHAMA.	MONDAY, 11th Aug., at 4 p.m.
KAGA MARU, J. W. EMBRIAN.	KOBE AND YOKOHAMA.	FRIDAY, 1st Aug., at Daylight.
UWA MARU, N. THUNST.	KOBE AND YOKOHAMA.	Aug., at Daylight.

Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and ATLANTIC STEAMERS.

For further information as to Freight, Passengers, Sailings, etc., apply at the Company's local Branch Office at Prince's Building, 1st Floor, Charter Road.

A. S. Mihara, Manager.

Hongkong, July 23, 1902.

Shipping.

OCEAN STEAMSHIP COMPANY

FROM	STEAMSHIP	DATE
GLASGOW AND LIVERPOOL	ANTONIO	3rd August.
GLASGOW AND LIVERPOOL	DARLANCO	8th August.
GLASGOW AND LIVERPOOL	PROTECTOR	14th August.
GLASGOW AND LIVERPOOL	PARIS	20th August.
GLASGOW AND LIVERPOOL	DIONIS	26th August.
GLASGOW AND LIVERPOOL	ANTONIO	3rd September.

FOR	STEAMSHIP	TO SAIL
LONDON AND ANTERWIP	ULYSSES	5th August.
LONDON AND ANTERWIP	TELEMACUS	10th August.
LONDON AND ANTERWIP	DARLANCO	16th September.
LIVERPOOL DIRECT	ANTONIO	20th September.

(Taking Cargo at London Rates). The S.S. "SAURFEDON" left SHANGHAI on 17th inst. for FOCHOW and is expected here on the 21st inst.

For Freight, apply to BUTTERFIELD & SWIRE, Agents, O. S. S. Co.

Hongkong, July 23, 1902.

CHINA NAVIGATION CO., LD.

FOR	STEAMSHIP	TO SAIL
AMOI AND SHANGHAI	KHAKANG	25th July.
SHANGHAI	WHAMPOA	26th July.
TSINGTAI	SHANGHAI	26th July.
CEBU AND LOILO	KHAKANG	26th July.
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, TAVELAN, SYDNEY AND MELBOURNE & ADELAIDE		26th July.

The attention of Passengers is directed to the Superior Accommodation offered by these Steamers, which are fitted throughout with Electric Light. A daily qualified Surgeon is carried.

Taking Cargo on this bill of Lading to all Yangtze and Northern China Ports. Taking Cargo and Passengers at through rates for New Zealand Ports.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, AGENTS, Hongkong, July 24, 1902.

CHINA NAVIGATION CO., LD.

Hongkong to Sydney and Melbourne, via usual Australian Ports of Call.

Average length of voyage to Sydney 20 DAYS.

Saloon passengers carried at specially reduced rates, particulars of which can be obtained on application to the Undermentioned.

NEXT SAILINGS.

"TAIYUAN"	leaves on 29th July.
"TSINAN"	" " " 23rd August.
"CHANGSHA"	" " " 2nd September.
"CHINGTU"	" " " 29th "

Superior accommodation and ships—Electric Light throughout—Fitted with Refrigerators which ensure a fresh supply of ice and provisions during the entire voyage—Daily qualified European Surgeons carried.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents, CHINA NAVIGATION CO., LD.

IMPERIAL GERMAN MAIL LINE

NORDDEUTSCHER LLOYD HAMBURG-AMERIKA LINIE.
STEAM FOR SINGAPORE, PANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTERWIP, BREMEN/HAMBURG.

PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS: ALGER, LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT GIBRALTAR AND AT SOUTHAMPTON TO LAND PASSENGERS AND CARGO.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

Steamers.	Sailing Dates.
KLAUSCHICH	THURSDAY, 7th August.
BAVERN	THURSDAY, 21st August.
KONIG ALBERT	THURSDAY, 4th September.
PRINCESS IRENE	THURSDAY, 18th September.
PRINZ ROBERT LUTFOLD	WEDNESDAY, 1st October.
HAMBURG	WEDNESDAY, 29th October.
SACHSEN	WEDNESDAY, 12th November.
KALISRUHE	WEDNESDAY, 26th November.

* Steamers of the Hamburg-Amerika Line.

ON THURSDAY, the 7th day of August, 1902, at Noon, the Steamship KLAUSCHICH, of the Hamburg-Amerika Line, Captain P. LUTHER, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port as above, calling at Naples and Genoa.

Shipping Orders will be granted till Noon, on TUESDAY, the 5th August, Cargo and Specie will be received on board until 5 p.m. on WEDNESDAY, the 6th August, and Parcels will be received at the Agency's Office until Noon on WEDNESDAY, the 6th August. Contents of Packages are required. No Parcel Receipts will be signed for less than 50 lbs. and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid accommodation and carries a Doctor and Stewards.

Linen can be washed on board.

Norddeutscher Lloyd.

For further Particulars, apply to Melchers & Co., Agents.

NORTHERN PACIFIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG.
Via Shanghai, Inland Sea of Japan, Kobe and Yokohama.

FOR VICTORIA, B.C. AND TACOMA
IN CONNECTION WITH
NORTHERN PACIFIC RAILWAY CO.

Steamer.	Tons.	Captain.	Proposed Sailing.
Duke of Fife	3821	J. S. Cox	Aug. 9, 1902.
Victoria	3512	J. Paxton	Aug. 23, 1902.
Tacoma	3811	A. Dixon	Aug. 23, 1902.
Glenora	3750	G. E. Warner	Sept. 20, 1902.

THE attention of passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

HONGKONG TO LONDON, £22.

Excellent accommodation. First class Table. Doctor and Stewards carried. Passengers to EUROPE may proceed by one of the First-Class ATLANTIC MAIL LINES.

HONGKONG TO NEW YORK, £23.

The Railroad travelling is second to none on the American Continent; two trans-continental trains daily from Tacoma. Direct Car is attached to trans-continental train day and night; Tacoma to New York in 4 days. Magnificent Scenery of the Rocky and Cascade Mountains. The Yellowstone National Park route.

HONGKONG TO VICTORIA, TACOMA, £23.

The best route to the Klamath Gold Fields. Frequent sailings from Victoria, Tacoma to DRY and St. Michael.

Rates of Passage to other Ports on application. Special rates offered to members of Government Services.

For further information as to Passage or Freight, apply to DODWELL & CO., Limited, General Agents.

Hongkong, July 21, 1902.

Shipping.

PENINSULAR & ORIENTAL STEAMSHIP
NAVIGATION COMPANY

WILL dispatch VESSELS to the Undermentioned PORTS on the DATE

FOR	STEAMSHIP	CAPTAIN	DATE.
MAEILLIS AND LONDON	MAEILLIS	A. F. STREET	25th July, 10 a.m.
SHANGHAI AND SINGAPORE	CHAMBER	C. F. LOCKSTONE, R.N.	About 26th July.
BOMBAY	Edin	W. B. PALMER	About 30th July.
SHANGHAI	Cham	C. L. DANIEL	About 1st August.
LONDON, &c.	Paletta	A. G. CURTIS, R.N.	2nd Aug., Noon.

* See Special Advertisement.
† For Freight only.

For Freight or passage, and further Particulars, apply to E. A. HEWETT, Superintendent.

P. & O. S. N. Co.'s Office, Hongkong, July 23, 1902.

OSAKA SHOSEN KAISHA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

FOR	STEAMSHIP	LEAVING
TAMSEL Via SWATOW AND AMOI.	DAIGI MARU	SUNDAY, 27th July.
FOOCHOW, Via SWATOW AND AMOI.	ANPING MARU	WEDNESDAY, 30th July.
ANPING, Via SWATOW AND AMOI.	MAIZURU MARU	WEDNESDAY, 6th August.

The Co.'s new Steamers are specially designed for the coast trade of South China and Formosa, and are fitted with all modern improvements. Excellent accommodation is provided for 1st class passengers, and 1st class qualified Doctors are carried. All Steamers carry the Imperial Japanese Mail, subject to periodical inspection by the Government Marine Surveyors, and are registered the highest class at Lloyd's. Steamers will also disengage the Co.'s Pontoon at the Customs' water-front premises at Tamsui to land all passengers and cargo.

OSAKA SHOSEN KAISHA.

For Freight, Passage and further information apply to

The MITSUI BUSSAN KAISHA, AGENTS.

Hongkong, July 23, 1902.

TOYO KISEN KAISHA
(ORIENTAL S. S. Co.)

REGULAR SERVICE BETWEEN HONGKONG AND MANILA.

THE Company's Well-known Steamship ROSETTA MARU, 3870 Tons, Captain TARA, will be despatched hence for MANILA, on FRIDAY, 25th inst., at Noon.

Magnificent Accommodation. Comfortable Cabins. Excellent Table. Unusually Speed. Electric Light. Doctor and Stewards Carried.

For Freight or Passage, apply to MITSUI BUSSAN KAISHA, Agents.

Princo's Buildings, Two House Street, First Floor.

Hongkong, July 21, 1902.

COMPAGNIE DES MESSAGERIES
MARITIMES.

PAQUEBOTS POSTE FRANCAIS.

FOR SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA.

THE Co.'s Steamship POLYANESIE, Captain CHAMPEAUX, will be despatched for the above Ports on about SUNDAY, the 27th inst.

For Freight or Passage, apply to G. DE CHAMPEAUX, Agent.

Hongkong, July 21, 1902.

COMPAGNIE DES MESSAGERIES
MARITIMES.

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For Freight or Passage, apply to G. DE CHAMPEAUX, Agent.

Hongkong, July 21, 1902.

Shipping.

DOUGLAS STEAMSHIP COMPANY,
LIMITED.

FOR SWATOW, AMOI AND FOCHOW.

THE Company's Steamship HATTAN, Captain ROACH, will be despatched for the above Ports, on FRIDAY, the 25th July, at Noon.

For Freight or Passage, apply to DOUGLAS LAFRAIK & Co., General Managers.

Hongkong, July 22, 1902.

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship RUBI, Captain R. W. ALMOND, will be despatched for the above Ports on SATURDAY, the 26th inst., at Noon.

Highest Class Passenger Steamers. High powered, newest and most up to date on the run. All Accommodation amply provided. Electric Light and all other modern improvements. A Surgeon is carried.

For Freight or Passage, apply to SHEWAN, TOMES & Co., General Managers.

Hongkong, July 21, 1902.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Company's Steamship KUBANG, Captain R. J. BULLER, will be despatched for the above Ports on TUESDAY, the 26th inst., at 3 p.m.

For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers.

Hongkong, July 22, 1902.

AUSTRIAN NAVIGATION COMPANY.

STEAM FOR SINGAPORE AND BOMBAY.

(In close connection with the Company's established line to Europe.)

